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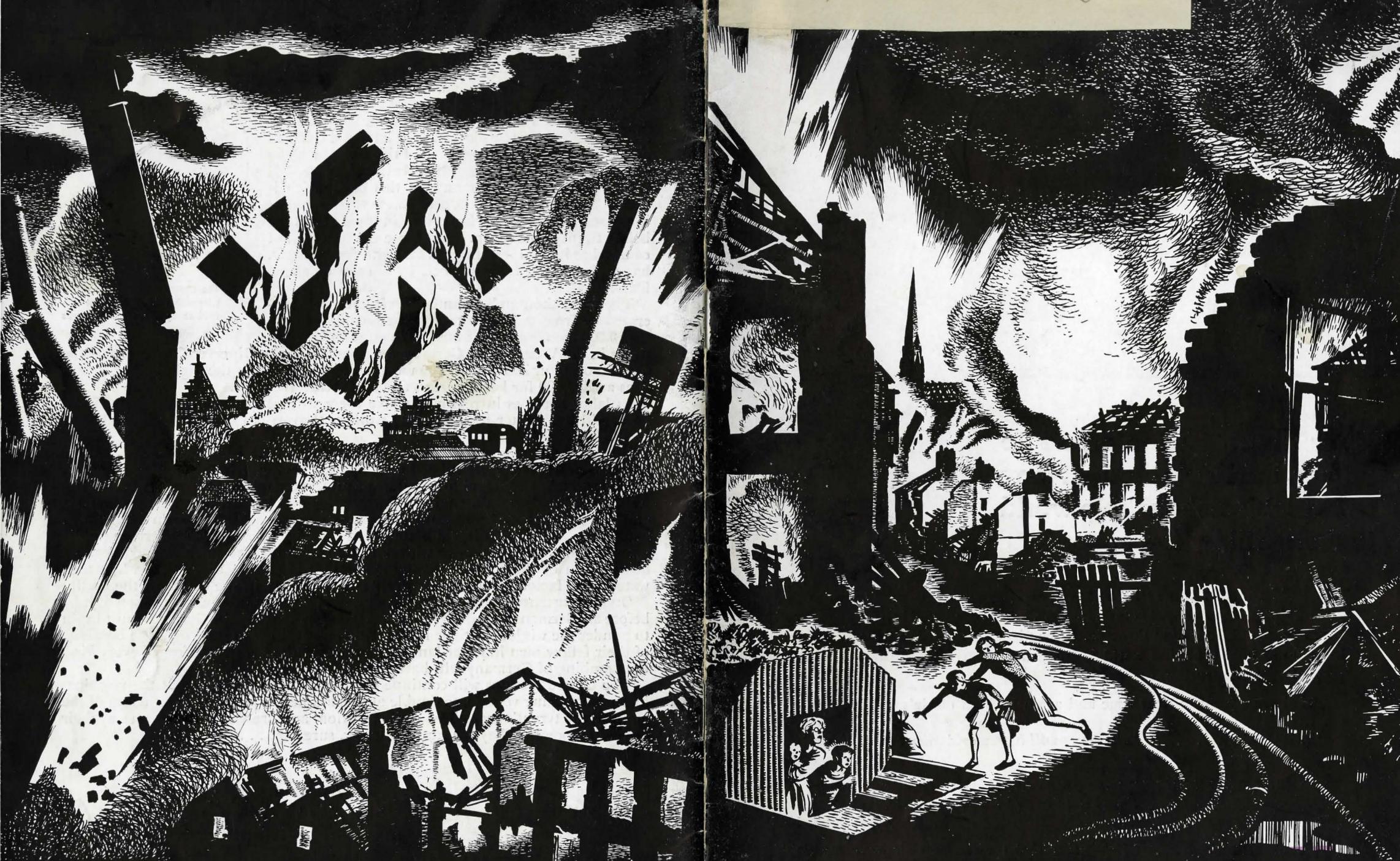
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As Hitler Sowed ... So Shall Hitler Reap!

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World war, 1939— Germany



so shall Hitler reap!

As Hitler sowed...

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Ever since Hitler came to power, the Nazis thought they could subject the whole world to their will by force.

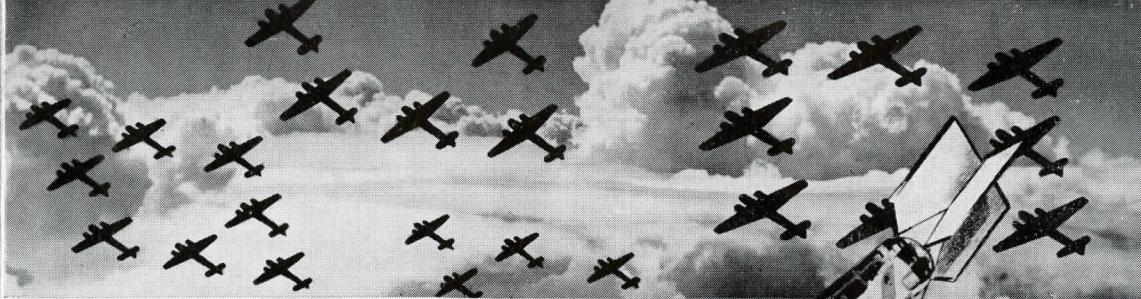
AS FAR BACK AS 1935 German armament factories began to work 24 hours a day, 168 hours a week. Furnaces glowed brightly and factory windows spread their light throughout the night. Germany's air power was to be built up to hold a hapless world in trembling respect. The Nazi air force was preparing for destruction.

This has been made clear time and again by high officials of the Nazi party.

ADOLF HITLER . . . "Germany will be a world power or nothing."
(*Mein Kampf*)

REICH MINISTER FRANK . "It is necessary to think in terms not only of a national state but of a world empire."
(November 22, 1940)

MARSHALL GOERING . . . "Remember that the German air force can do 100 to 1000 times more damage than the British ever do us."
(January 11, 1941)

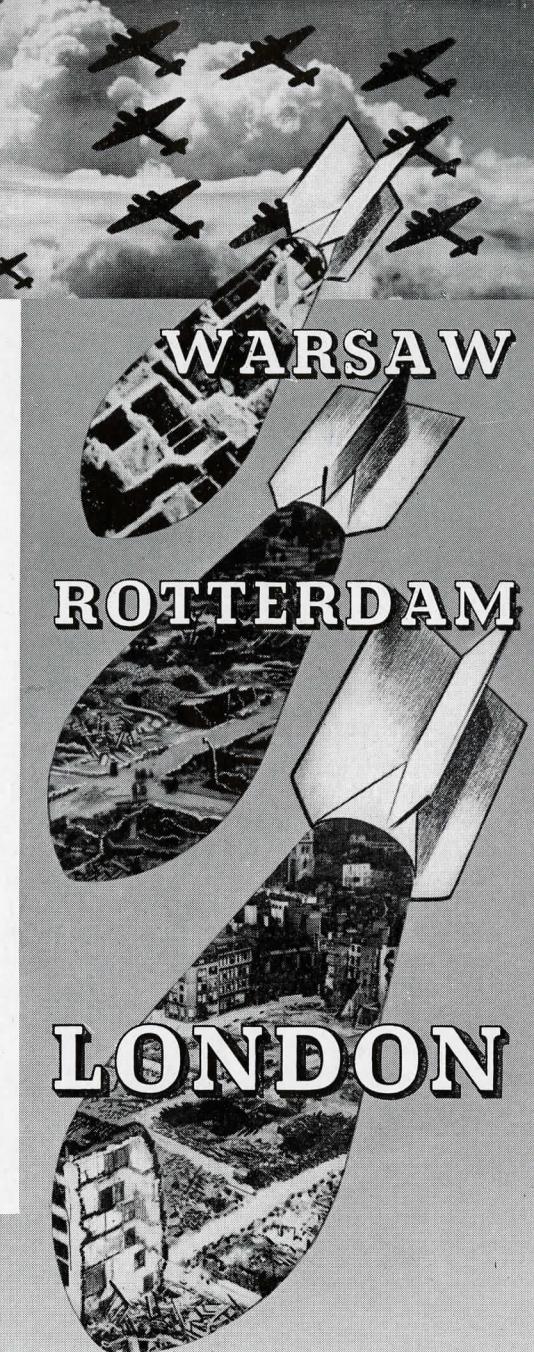


**Do you remember
September 1939 . . .
Spring & Summer 1940?**

All over Europe civilians were terrorized. There was the horror of Warsaw. Then Rotterdam, where 20,000 people were blown to bits or burned alive, "improved" the Nazi record for ruthlessness. After the fall of France it was London's turn to "take it". London had to face the storm of bombers night after night, week after week.

Despite the harrying enemy the United Kingdom factories continued to function. The spirit of resistance grew firmer still. The nation which had already won the Battle of Britain in the daylight summer sky faced the future with unflinching courage.

The Germans could not destroy a war industry that became ever more decentralized. With better searchlights, more anti-aircraft guns, night fighter planes, new methods of detecting the enemy's approach, defense against the bomber grew.



It looked so very easy . . .



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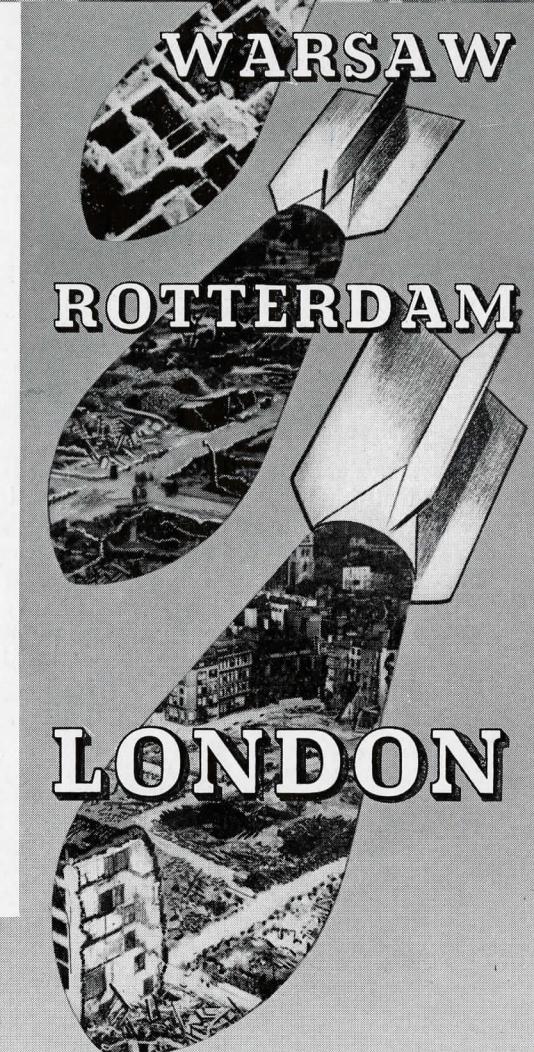


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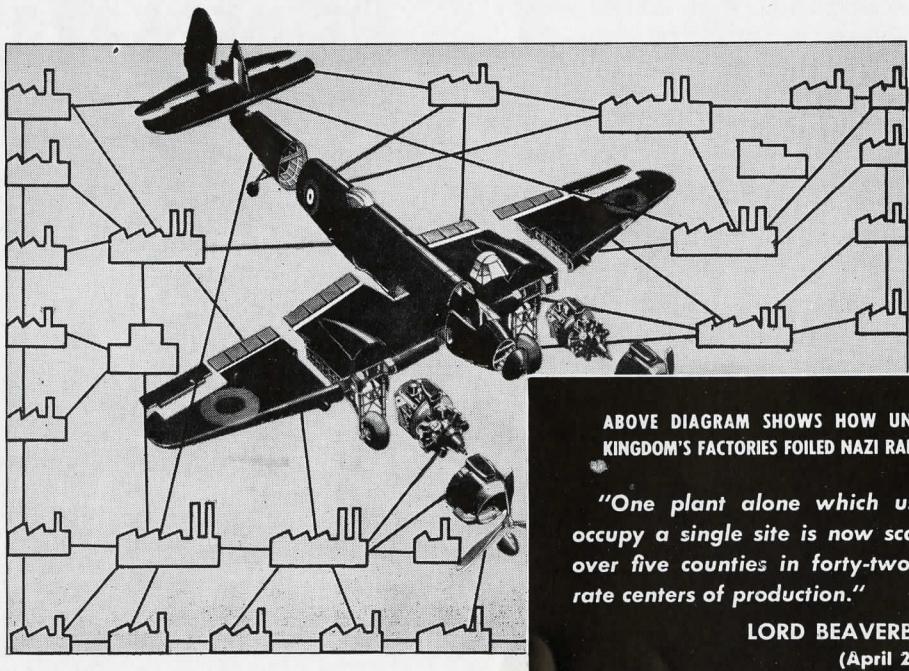


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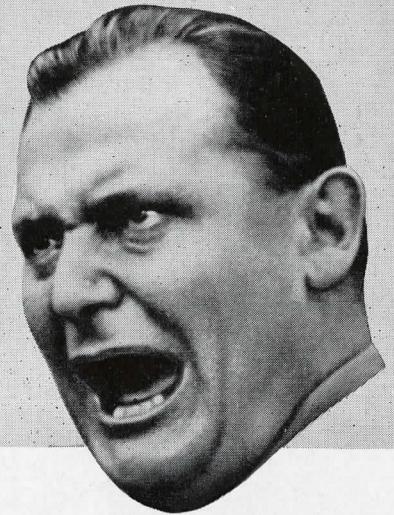
Grimly, Britain carried on....

sands more of Britain's sturdiest sons started to enter into long and thorough training for air service in Britain, in Canada, in South Africa. American airfields were put at the disposal of still others. A long-term policy that would bear fruit in 1942 and 1943 was brought patiently into being. There would be heavy attacks by large numbers of aircraft in which millions of dollars worth of machines, many millions of hours of factory work would be risked more and more frequently. The losses in men and machines must be high but that did not deter the British people. Production and training would outmatch the losses in ever-growing proportion.



Meanwhile Goering was confident —

"We shall not expose the Ruhr to even one single bomb from enemy aircraft"



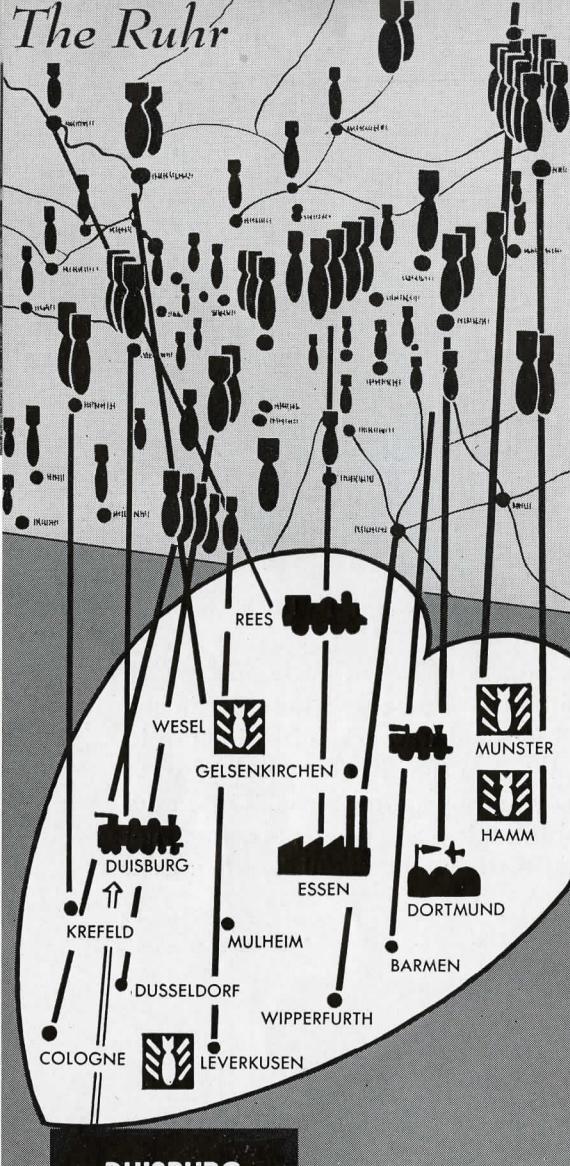
By the end of 1941, the Ruhr's great railway center, Hamm, had been bombed over eighty times by the Royal Air Force!

Up to October 1941 over 9,000 separate attacks had been made on German towns and industries from the North Sea hundreds of miles inland to Berlin and beyond. Hitler's industrial machine, geared for total war, is being smitten to its vitals. Besides damaging essential factories, the regular visits of the R.A.F. to the Ruhr and other industrial areas in Germany are disrupting traffic. These raids destroy train-loads of goods, marshalling yards, engines and trucks; they interrupt and dislocate activity at key centers during the hours of the night when their chief work is carried out.



Goering thought German industry was safe —
but Goering was wrong...

The Ruhr

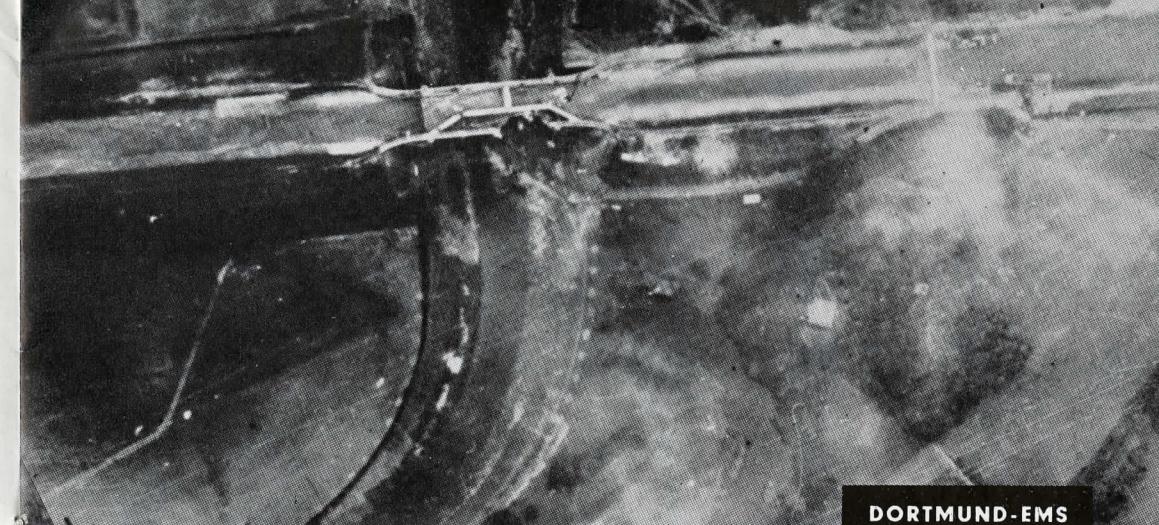
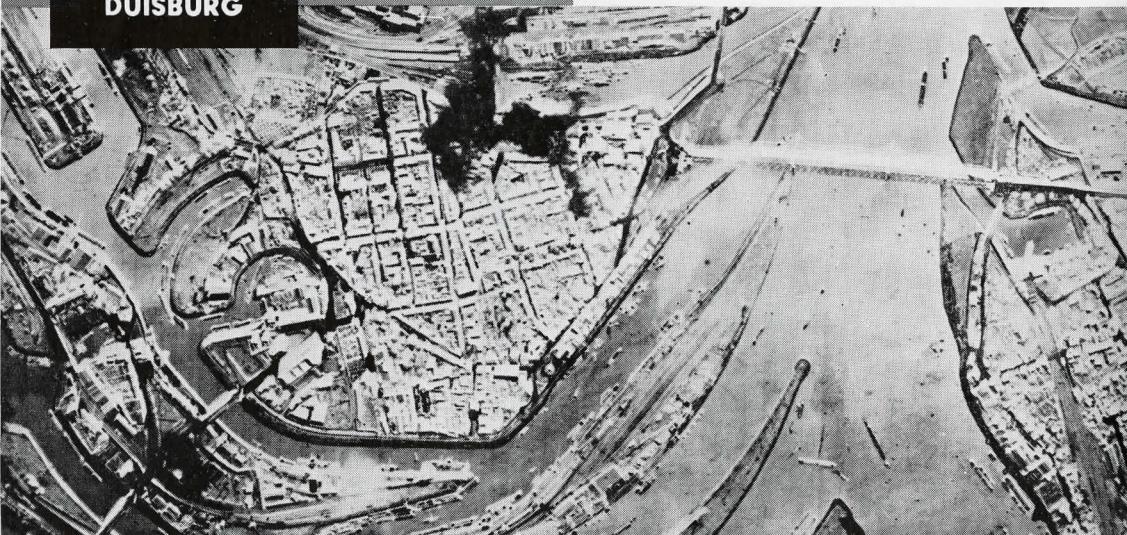


In 6 months (April to Sept., 1941)
The R.A.F. dropped
20,000
tons of bombs
on Germany and
occupied territory

All R.A.F. raids have in view the destruction of specific war objectives. They may be directed on oil refineries, or on the synthetic-oil plants which are so vital in the German war economy. Sometimes they have in view an aircraft factory or key electrical equipment. At other times they are directed to the warehouses and shipping in a port such as Hamburg.

Always they damage Nazi production and transport where it hurts most. Germany cannot practice decentralization as much as she would like because arms factories need to be as near as possible to coal mines, heavy industry and transport. Eighty-five per cent of Germany's essential mines and services connected with war industry are concentrated in the Ruhr! Germany could not transfer her factories on a large scale even if she would, as her most able men are tied down by army service. The labor sent to Germany from the occupied territories is insufficient to man the factories, let alone to move them. German factories must face the bombing of the R.A.F.

An early reconnaissance photograph from the R.A.F. Bomber Command collection known as "Mosaic of the Ruhr". Duisburg is the principal river port from which products of the Ruhr are sent down the River Rhine.



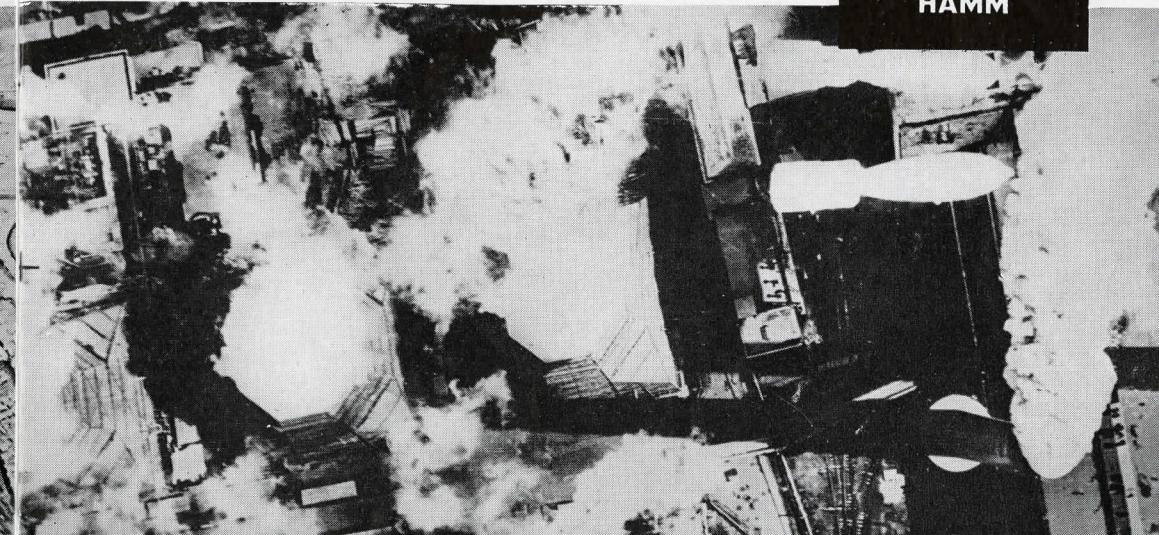
Bombing accuracy of the R.A.F. The bed of the canal is seen pitted with large craters. Barges are stranded in the mud. The canal has been rendered useless for some time.

FOR INTERNAL TRANSPORT, Germany has always placed much reliance on the canal system, and with the demand on rail transport for military purposes the maximum use of the canals is of great importance. The attacks of the R.A.F. on the celebrated Dortmund-Ems canal have succeeded in interrupting the traffic for long periods and throwing back the load upon the already overburdened railways.

Hamburg, like Bremen, Hanover and the Rhineland, is a center of war industry. It is also a port.

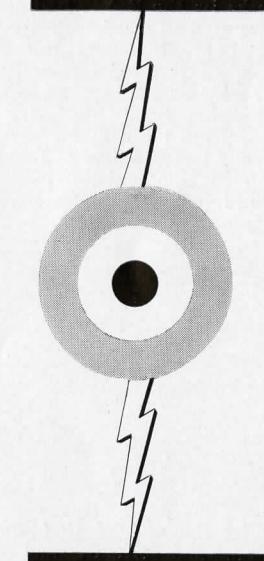
The town also has important refining plants for Germany's precious synthetic oil!

By the end of April, 1942, Hamburg had received 89 visits from the R.A.F.

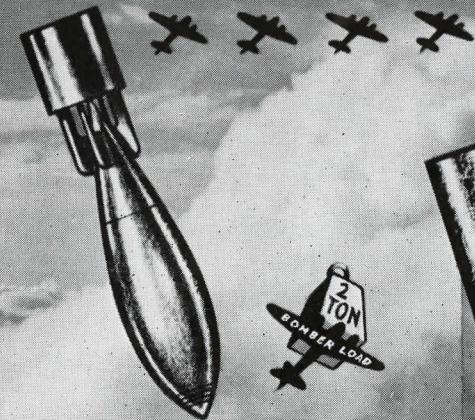


Since the photograph below was taken, in the course of a daylight attack, Hamm, great railway center of the Ruhr, has been successfully attacked in bombing raids on over eighty occasions.

ORTMUND-EMS CANAL

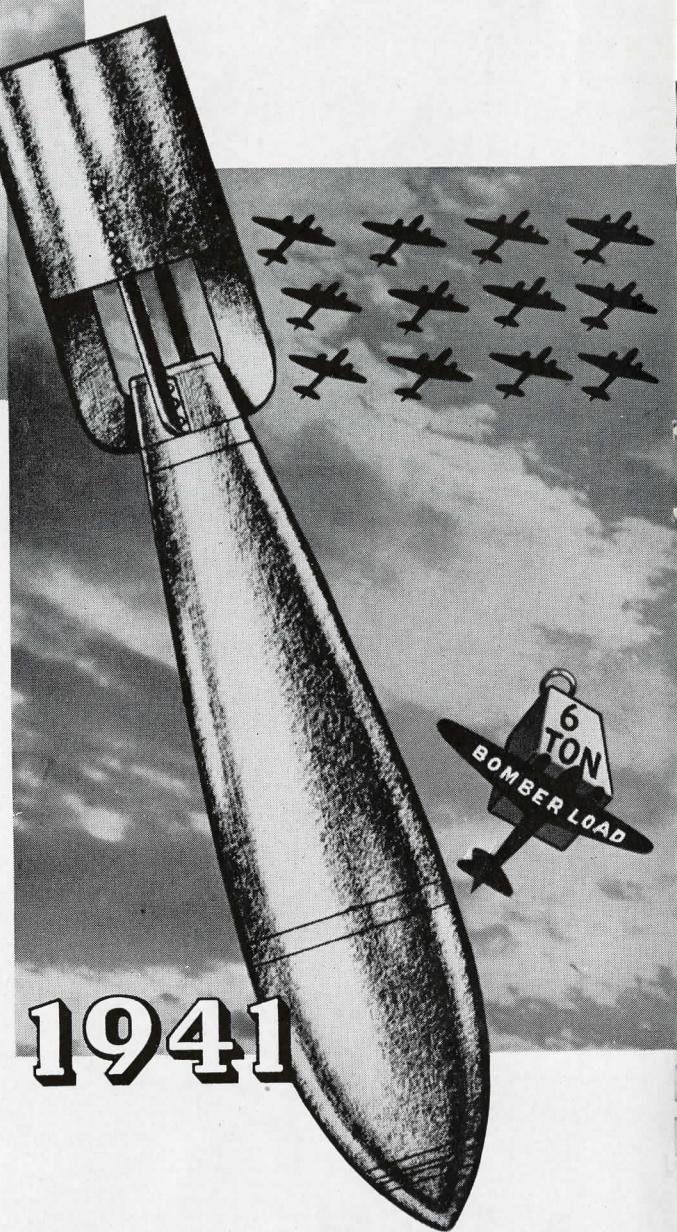


HAMM



1940

The number of individual attacks by the R.A.F. had already mounted to the impressive total of 1,500. Many of the towns bombed received frequent visits by small numbers of aircraft dropping bombs weighing 500 lbs. Up to 100 bombers took part in the largest raids. At that time the maximum bomb-load that could be carried by a bombing plane was two tons.



1941

By the end of 1941 Bomber Command aircraft had flown over 28,000,000 miles. Forces of up to 300 bombers took part in large-scale attacks. Many bombs weighed one ton—they were soon to be twice as heavy. Maximum bomb-load for a heavy bomber was three times as great as the previous year.

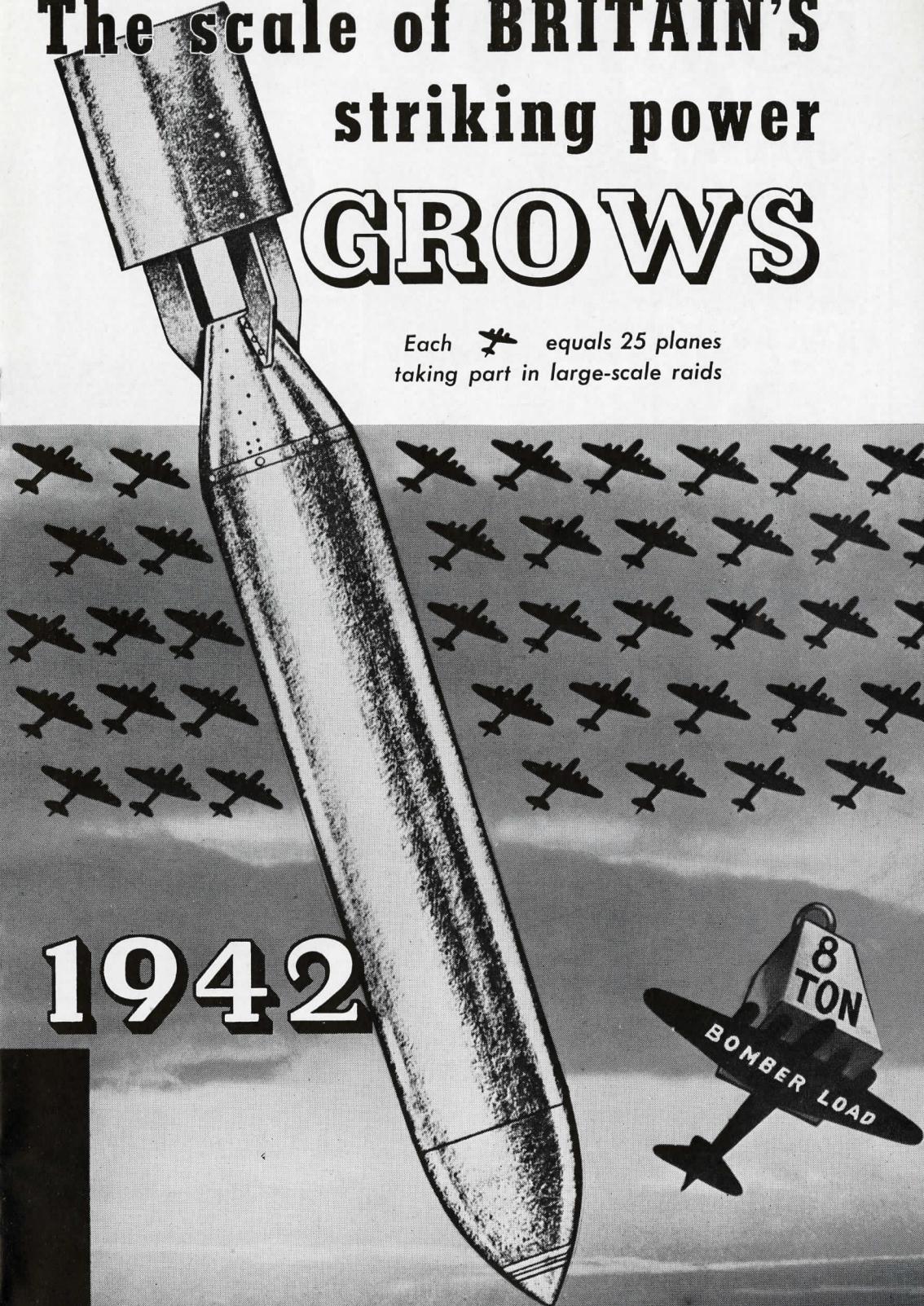
Now, two ton bombs are in general use. The heaviest bombers of 1942 can carry eight tons of bombs at a time. Germany has already felt the full weight of attacks by a thousand planes.

"Our photographs show widespread destruction wherever our new heavy bombs fall—and they will go on falling, more and more, night after night, until the German people, shattered and disillusioned, decide for the second time that war is not worth while."

SIR ARCHIBALD SINCLAIR
(September 3, 1941)

The scale of BRITAIN'S striking power GROWS

Each equals 25 planes taking part in large-scale raids



1942



COMPARE

COVENTRY

NOVEMBER 14-15

1940

250

TONS OF BOMBS
in 7 hours



LUBECK

MARCH 26

1942

340

TONS OF BOMBS
IN
3 HOURS

The greatest weight of bombs ever dropped on any town in a single night up to that time.



"The boot is on the other leg"

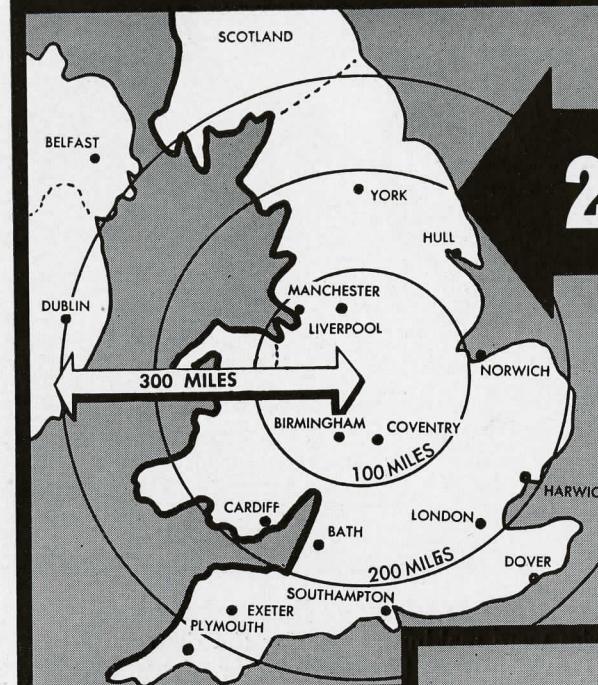
WINSTON CHURCHILL

COMPARE

225 TONS

IN SIX NIGHTS
APRIL, 1942

In the six nights of the boasted "Baedeker" offensive (April 23-24 to April 28-29) the Nazis dropped a total tonnage of 225 tons of bombs.



OVER 1300 TONS

IN THE SAME
SIX NIGHTS

... the R.A.F. dropped on Germany over 1,300 tons, that is to say, as great a tonnage *per night* as the whole tonnage dropped by the enemy.

